

Letters of Support for the Broening Highway Corridor Improvement Project TIGER VI Grant Application

Organization

City of Baltimore

United States Senate

United States House of Representatives

United States House of Representatives

United States House of Representatives

Maryland State Senate

Maryland General Assembly – District 46

Maryland General Assembly – District 46

Maryland General Assembly – District 46

Maryland General Assembly – District 6

Maryland Port Administration

Maryland Transportation Authority

Baltimore City Planning

Baltimore Industrial Group

Contact Name

Mayor Stephanie Rawlings-Blake

Senator Benjamin Cardin

Congressman Elijah Cummings

Congressman Dutch Ruppersberger

Congressman John Sarbanes

State Senator Bill Ferguson

Delegate Luke Clippinger

Delegate Peter Hammen

Delegate Brian McHale

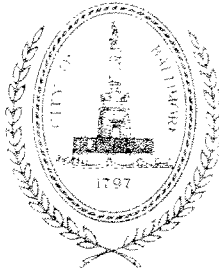
Delegate John Olszewski, Jr.

James White

Bruce W. Gartner

Thomas Stosur

Rupert Denney



STEPHANIE RAWLINGS-BLAKE

MAYOR

*100 Holliday Street, Room 250
Baltimore, Maryland 21202*

April 21, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstruction of Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016, and includes the reconfiguration of the Keith Avenue interchange. This interchange will allow freight movements directly to and from I-95 that currently meet acceptable size perimeters. The Broening Highway Complete Corridor implementation includes two additional projects:

- The north section (I-95 to Holabird Avenue) is a proposed new roadway section linking I-95 to Holabird Avenue. This proposed section provides direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements in the neighborhood improves the quality of life and health of this stable, mature, owner-occupied neighborhood.
- The Colgate Creek Bridge replacement is literally at the front door of the Port of Baltimore. Freight movements must travel over the bridge. Due to the increased demand for freight at the Port and the necessity for increasing the total load weight of these movements, the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle.

Heavy loads currently must bypass the Colgate Creek Bridge and the routing directs these freight movements through both Baltimore County and Baltimore City residential neighborhoods where trucks are currently prohibited. Permitted oversize loads are granted permission to travel on these prohibited streets as there is currently not a better routing option. The bridge replacement adds the final Baltimore City connection for freight movement from the interstate system to the Port.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

I respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephanie Rawlings-Blake". The signature is fluid and cursive, with the first name "Stephanie" and last name "Blake" being clearly distinguishable.

Stephanie Rawlings-Blake
Mayor
City of Baltimore

Congress of the United States
Washington, DC 20515

April 18, 2014

The Honorable Anthony Foxx
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore will be submitting a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstruction of Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016 and includes the reconfiguration of the Keith Avenue interchange to allow for freight movements directly to and from I-95. The Broening Highway Complete Corridor implementation includes two additional projects:

- The North Section is a proposed new roadway section linking I-95 to Holabird Avenue that provides direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods as required previously. Reducing freight movements in the neighborhood improves the quality of life and health for residents.
- The Colgate Creek Bridge replacement is directly outside the Port of Baltimore and is used to transport freight in and out of the Port. The increased movement of freight has stressed the bridge and it is in need of replacement earlier than originally expected. The replacement bridge will be able to accommodate heavier loads instead of detouring them through residential neighborhoods as is currently occurring.

Heavy loads currently must bypass the Colgate Creek Bridge and are detoured through Baltimore City and County residential neighborhoods where trucks are prohibited. Permitted oversize loads are granted exceptions to travel on these prohibited streets as there is not a better routing option. The bridge replacement adds the final Baltimore City connection for freight movement from the interstate system to the Port.

If awarded these funds, the Broening Highway Corridor Improvement Project will create a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

We respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration. Thank you for your attention to this important matter.

Sincerely,



Benjamin L. Cardin
United States Senator



Elijah Cummings
Member of Congress



C.A. Dutch Ruppersberger
Member of Congress



John P. Sarbanes
Member of Congress



THE MARYLAND GENERAL ASSEMBLY
46TH LEGISLATIVE DISTRICT
BALTIMORE CITY

April 15, 2014

Secretary Foxx
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

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- The north section (I-95 to Holabird Avenue). Is a proposed new roadway section linking I-95 to Holabird Avenue. This proposed section provides direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements in the neighborhood improves the quality of life and health of this stable, mature owner-occupied neighborhood.
- The Colgate Creek Bridge replacement is at the front door of the Port of Baltimore. Freight movements must travel over the bridge. Due to the increased demand for freight at the Port and the necessity for increasing the total load weight of these movements, the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle.

Heavy loads currently must bypass the Colgate Creek Bridge and the routing directs these freight movements through both Baltimore County and Baltimore City residential neighborhoods where trucks are currently prohibited. Permitted oversize loads are granted permission to travel on these prohibited



THE MARYLAND GENERAL ASSEMBLY
46TH LEGISLATIVE DISTRICT
BALTIMORE CITY

streets as there is currently not a better routing option. The bridge replacement adds the final Baltimore City connection for freight movement from the interstate system to the Port.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

We respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink that reads "Luke Clippinger".

Luke Clippinger
Delegate, District 46

A handwritten signature in black ink that reads "Peter A. Hammen".

Peter A. Hammen
Delegate, District 46

A handwritten signature in black ink that reads "Brian K. McHale".

Brian K. McHale
Delegate, District 46

A handwritten signature in blue ink that reads "Bill Ferguson".

Bill Ferguson
Senator, District 46

DELEGATE JOHN A. OLSZEWSKI, JR.
6th Legislative District
Baltimore County

Economic Matters Committee

Chair
Baltimore County Delegation



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

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The Maryland House of Delegates
6 Bladen Street, Room 305
Annapolis, Maryland 21401
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800-492-7122 Ext. 3458
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John.Olszewski@house.state.md.us

District Office
7701 Wise Avenue
Baltimore, Maryland 21222
410-282-1733

April 15, 2014

Secretary Foxx
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstruction Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016, and includes the reconfiguration of the Keith Avenue interchange. This interchange will allow freight movements directly to and from I-95 that currently meet acceptable size perimeters. The Broening Highway Complete Corridor implementation includes two additional projects:

- The north section (I-95 to Holabird Avenue) is a proposed new roadway section linking I-95 to Holabird Avenue. This proposed section provides direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements in the neighborhood improves the quality of life and health of this stable mature owner occupied neighborhood.
- The Colgate Creek Bridge replacement is closely linked to the Port of Baltimore. Freight movements must travel over the bridge. Due to the increased demand for freight at the Port and the necessity for increasing the total load weight of these movements, the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle.

Heavy loads currently must bypass the Colgate Creek Bridge and the routing directs these freight movements through both Baltimore County and Baltimore City residential neighborhoods where trucks are currently prohibited. Permitted oversize loads are granted permission to travel on these prohibited streets as there is currently not a better routing option. The bridge replacement adds the final Baltimore City connection for freight movement from the interstate system to the Port.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy. It will connect disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses; enhancing the livability and vitality of the residential areas thereby fostering a sustainable city and competitive region.

I would respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Regards,

A handwritten signature in blue ink, reading "John Olszewski, Jr." in a cursive script.

Delegate John Olszewski, Jr.



Martin O'Malley
Governor
Anthony G. Brown
Lieutenant Governor

Maryland Port Commission
James T. Smith, Jr.
Secretary

April 17, 2014

The Honorable Anthony Foxx
Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington DC 20590

William Dockser
Donald C. Fry
Dr. Donté L. Hickman, Sr.
Peta N. Richkus
Theodore G. Venetoulis
Charles H. White, Jr.

James J. White
Executive Director

Dear Secretary Foxx:

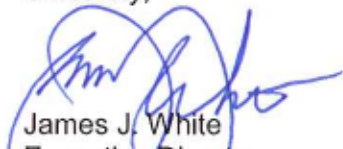
I am writing to offer the Maryland Port Administration's (MPA) support for the City of Baltimore's Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant submission. The Port of Baltimore is a significant economic generator within the City and State of Maryland, connecting Maryland to the global marketplace. The City's proposed TIGER project will enhance the livability of our nearby communities while increasing the efficiency of moving international cargo to and from the Port of Baltimore.

The City's TIGER proposal is strong and would accomplish several key benefits for the City, State and Region. Most notably, the Broening Highway Corridor Improvement Project will replace and improve transportation infrastructure that is critical to the efficient operations of the marine terminals of the MPA. The project will connect disadvantaged Marylanders to jobs and opportunities for well-paying employment, and balance the economic sustainability of the Port with the livability and vitality of Baltimore's neighborhoods.

Replacement of the Colgate Creek Bridge will enable a streamlined route for high and heavy cargo to access the Interstate highway system without impacting nearby Port communities. The project will also reduce standard truck traffic within nearby neighborhoods, improve air quality, replace ageing critical infrastructure, and provide greater transportation capacity within a growing economic hub of Baltimore.

The Maryland Port Administration fully supports the City of Baltimore's Broening Highway Corridor Improvement TIGER proposal. I appreciate your consideration of this important request.

Sincerely,



James J. White
Executive Director
Maryland Port Administration

cc: Mr. James T. Smith, Jr., Secretary, Maryland Department of Transportation
Mayor Stephanie Rawlings-Blake



**Maryland
Transportation
Authority**

Martin O'Malley
Governor

Anthony Brown
Lt. Governor

James T. Smith, Jr.
Chairman

Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Mary Beyer Halsey
William K. Hellmann
Arthur Hock
A. Bradley Mims
Michael J. Whitson

Bruce W. Gartner
Executive Director

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410-537-1003 (fax)
711 (MD Relay)
1-866-713-1596

e-mail: mdta@mdta.maryland.gov

www.mdta.maryland.gov



April 24, 2014

The Honorable Anthony Foxx
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, and road improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstruction Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016, and includes the reconfiguration of the Keith Avenue interchange. This interchange will allow freight movements directly to and from I-95 that meet current acceptable size parameters. The Broening Highway Corridor Improvement Project implementation includes two additional improvements:

- The north section (I-95 to Holabird Avenue) – Baltimore City proposes to construct a new roadway section linking I-95 to Holabird Avenue. This proposed section provides direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements in the neighborhood improves the quality of life and health of these stable mature owner occupied neighborhoods.
- The Colgate Creek Bridge Replacement – The Colgate Creek Bridge is literally at the front door of the Port of Baltimore. Freight movements must travel over the bridge. Due to the increased demand for freight at the Port and the necessity for increasing the total load weight of these movements, the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle. Baltimore City proposes to replace the Colgate Creek Bridge.

The Honorable Anthony Foxx

April 24, 2014

Page Two

Heavy loads currently must bypass the Colgate Creek Bridge and the routing directs these freight movements through both Baltimore County and Baltimore City residential neighborhoods where trucks are currently prohibited. Permitted oversize loads are granted permission to travel on these prohibited streets as there is currently not a better routing option. The bridge replacement adds the final Baltimore City connection for freight movement from the Interstate system to the Port of Baltimore.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a positive effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

I would respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Bruce W. Gartner
Executive Director

STEPHANIE RAWLINGS-BLAKE
Mayor



THOMAS J. STOSUR
Director

April 23, 2104

Secretary Foxx
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Broening Highway Corridor Improvement Project – TIGER Construction Grant

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstruction of Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016, and includes the reconfiguration of the Keith Avenue interchange. This interchange will allow freight movements directly to and from I-95 that currently meet acceptable size parameters. The Broening Highway Corridor Improvement Project includes two additional projects:

- **The North Section (I-95 to Holabird Avenue).** A proposed new roadway section linking I-95 to Holabird Avenue would provide direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements in the neighborhood improves the quality of life and health of this stable, mature owner-occupied neighborhood.
- **The Colgate Creek Bridge Replacement.** At the front door of the Port of Baltimore, the Colgate Creek Bridge experiences significant freight movement. Due to the increased demand for freight at the Port and the necessity for increasing the total load weight of these movements, the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle.

Heavy loads currently must bypass the Colgate Creek Bridge and the routing directs these freight movements through both Baltimore County and Baltimore City residential neighborhoods where trucks are currently prohibited. Permitted oversize loads are granted permission to travel on these prohibited streets as there is currently not a better routing option. The bridge replacement adds the final Baltimore City connection for freight movement from the interstate system to the Port.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

I would respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas J. Stosur". The signature is fluid and cursive, with a large initial "T" and a stylized "S" at the end.

Thomas J. Stosur
Director, Baltimore City Planning Department



www.baltimoreindustrialgroup.org

A Non-Profit Trade Organization
Recognized under Section 501(c) (6) of the IRS Code 1986

April 16th 2014

Secretary Foxx
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Broening Highway Complete Corridor Implementation (Construction Grant)

Dear Secretary Foxx:

The Baltimore Industrial Group (BIG) was established by prominent public and private business organizations in the Baltimore metropolitan region to advocate for industry and maritime operations. We represent an array of businesses involved in manufacturing, transportation, maritime, shipping and warehousing. BIG members alone employ 16,000 workers directly and indirectly in the Baltimore metropolitan area

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Broening Highway Corridor Improvement Project.

Broening Highway is the critical artery that services the Port of Baltimore's Seagirt and Dundalk Marine Terminals, and The Broening Highway Project will sustain and the Port's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, state, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstruction Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016, and includes the reconfiguration of the Keith Avenue interchange. This interchange will allow freight movements directly to and from I-95 that currently meet acceptable size perimeters.

The Broening Highway Complete Corridor implementation includes two additional projects:

Continued/...

- The north section (I-95 to Holabird Avenue) is a proposed new roadway section linking I-95 to Holabird Avenue. This proposed section provides direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements in the neighborhood improves the quality of life and health of this stable mature owner occupied neighborhood.
- The Colgate Creek Bridge replacement is literally at the front door of the Port's two major marine terminals, and a significant percentage of truck traffic must travel over the bridge to connect with I-95 and Baltimore's industrial neighborhoods. We anticipate that Baltimore will enjoy an increase in ocean imports/exports for the foreseeable future and it is obvious that the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle.

In the interest of public safety heavy / oversize loads must now bypass the Colgate Creek Bridge and the permitted routing directs these vehicles through both Baltimore County and Baltimore City residential neighborhoods where trucks are normally prohibited. Unfortunately there is no option. The bridge replacement addresses this issue and completes Baltimore City's connection for freight movement to and from the interstate system to the Port.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

The Baltimore Industrial Group would respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Rupert Denney

For The Baltimore Industrial Group
Chairman

c/o C. Steinweg (Baltimore) Inc.,
1201 Wallace Street, Baltimore MD 21230
410.864.1922
r.denney@us.steinweg.com